

The roadways that would provide access to the proposed HEP site are described in Table 8.10-4, which identifies the roadway classification, average daily traffic volume, roadway capacity, and existing LOS of each roadway affected by the HEP. (See Figure 8.10-3 for annual average daily traffic volumes.) Overall, the rated LOS on almost all of these local roadways is free-flowing operating conditions (LOS A). The following data are not available from the City of Hanford for these roads: peak-hour LOS, annual average daily truck traffic, and truck traffic counts.

Table 8.10-4. 1994 Traffic Characteristics of Local Roadways in the Immediate Vicinity of the GWF Hanford Energy Park

Roadway	Location	Roadway Classification	Average Daily Traffic Volume	Roadway Capacity	LOS
Idaho Avenue	11th Ave. to 10th Ave.	Arterial, 2 lane	1,300	12,000	A
	10th Ave. to 9th Ave.	Arterial, 2 lane	500	9,000	A
	9th Ave. to State Route 43	N/A	N/A	N/A	N/A
11th Avenue	Idaho Ave. to Iona Ave.	Arterial, 2 lane	3,500	12,000	A
	Iona Ave. to Houston Ave.	Arterial, 2 lane	4,500	12,000	A
	Houston Ave. to Hanford-Armona Rd.	Arterial, 2 lane	7,700	12,000	B
	Hanford Armona Rd. to State Route 198	Arterial, 4 lane with median	11,900	30,000	A
10th Avenue	Idaho Ave. to Iona Ave.	Arterial, 2 lane	1,700	12,000	A
	Iona Ave. to Houston Ave.	Arterial, 2 lane	3,500	12,000	A
	Houston Ave. to Hanford-Armona Rd.	Arterial, 2 lane	7,100	12,000	A
	Hanford Armona Rd. to State Route 198	Arterial, 2 lane	8,600	15,000	A

Source: VPC, 1994.

LOS = Level of Service
N/A = not available